

**MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM**

Property Name: Structure 15021X0 Inventory Number: M:18-51

Address: MD 118 over tributary of Great Seneca Creek, Montgomery County, Maryland

Owner: Maryland State Highway Administration

Tax Parcel Number: _____ Tax Map Number: ET 122

Project MD 118 over Great Seneca Creek Agency State Highway Administration (SHA)

Site visit by SHA Staff: no ☒ yes Name: Kelly Steele Date: 04/21/2000

Eligibility recommended _____ Eligibility **not** recommended ☒

Criteria no A B ☒ C D Considerations: no A B C D E F G ☒ None

Is property located within a historic district? ☒ no yes Name of District: _____

Is district listed?: ☒ no yes

Documentation on the property/district is presented in: Project Review and Compliance Files

Description of Property and Eligibility Determination (Use continuation sheet if necessary and attach map and photo)

Structure 15021X0 is a concrete slab, with a single 12' span that crosses the tributary of Great Seneca Creek in Montgomery County. The structure consists of unornamented, solid abutments and wingwalls yet no parapet wall. In place of a parapet, a metal guardrail attaches to either side of the structure. While no construction date for this particular structure exists, it was likely built between 1912 and World War II, when the concrete slab was specified as Maryland's standard structure type for small spans (6' to 18').

According to the historic context report, Small Structures on Maryland's Roadways, the significance of roadway structures such as 15021X0 is not in what they are, but in what they do. They are part of an extensive transportation network; providing a utilitarian function within a larger system that supports social, cultural, and economic development. Within the extensive context of the development of Maryland's roadways, two periods are significant in the historical context of small structures: the first half of the nineteenth century and the first half of the twentieth century. As noted in the Small Structures report, the earlier period relates to extensive road-building activities involving construction of the National Road, and the later period reflects the introduction of reinforced concrete as a

Prepared by Kelly Steele Architectural Historian SHA

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended _____	Eligibility not recommended <input checked="" type="checkbox"/>
Criteria: <u>no</u> <u>A</u> <u>B</u> <input checked="" type="checkbox"/> <u>C</u> <u>D</u>	Consideration <u>no</u> <u>A</u> <u>B</u> <u>C</u> <u>D</u> <u>E</u> <u>F</u> <u>G</u> <u>None</u>
Comments: _____	

Reviewer, Office of Preservation Services <u>[Signature]</u>	Date <u>6/28/2000</u>
Reviewer, NR Program <u>[Signature]</u>	Date <u>8/3/00</u>

gmg

"permanent" construction material and the development of state issued Standard Plans for small structures.

Specific to concrete slabs, the historic context report indicates that concrete slabs built 1912 and 1947 could be individually eligible for the National Register under Criterion C if all character-defining elements are present. Further, the discussion states that for eligibility under Criterion C, the structure must be built according to the Standard Plans because it would exemplify the state's efforts to standardize the design of small structures and bridges.

The features present on structure 15021X0 are simpler than those offered in the Standard Plans. As noted in the historic context report, "The Standard Plans were available to the counties and municipalities for use on their roadways. It can be assumed the local governments took advantage of the offer of prepared plans in some instances, but in other cases they probably built site-specific simple slab structures that were not according to Standard Plans." Structure 15021X0 likely fits the later category, being a simple site-specific slab structure. As such, it does not demonstrate the state's effort to standardize concrete slab design.

In addition, concerning integrity, the historic context report states that in order to be considered eligible for the National Register, the structure must be unaltered and possessing all of its character-defining elements. Since structure 15021X0 has been altered in does not meet these conditions.

Given these considerations, structure 15021X0 is not eligible for inclusion in the National Register of Historic Places.

Inventory No. M:18-51

**PRESERVATION VISION 2000; THE MARYLAND PLAN
STATEWIDE HISTORIC CONTEXTS**

I. Geographic Region:

- ☐ Eastern Shore (all Eastern Shore counties, and Cecil)
☐ Western Shore (Anne Arundel, Calvert, Charles,
Prince George's and St. Mary's)
☒ Piedmont (Baltimore City, Baltimore, Carroll,
Frederick, Harford, Howard, Montgomery)
☐ Western Maryland (Allegany, Garrett and Washington)

II. Chronological/Developmental Periods:

- ☐ Rural Agrarian Intensification A.D. 1680-1815
☐ Agricultural-Industrial Transition A.D. 1815-1870
☒ Industrial/Urban Dominance A.D. 1870-1930
☒ Modern Period A.D. 1930- Present
☐ Unknown Prehistoric
☐ Unknown Historic

IV. Historic Period Themes:

- ☐ Agriculture
☐ Architecture, Landscape Architecture,
and Community Planning
☐ Economic (Commercial and Industrial)
☐ Government/Law
☐ Military
☐ Religion
☐ Social Educational/Cultural
☒ Transportation

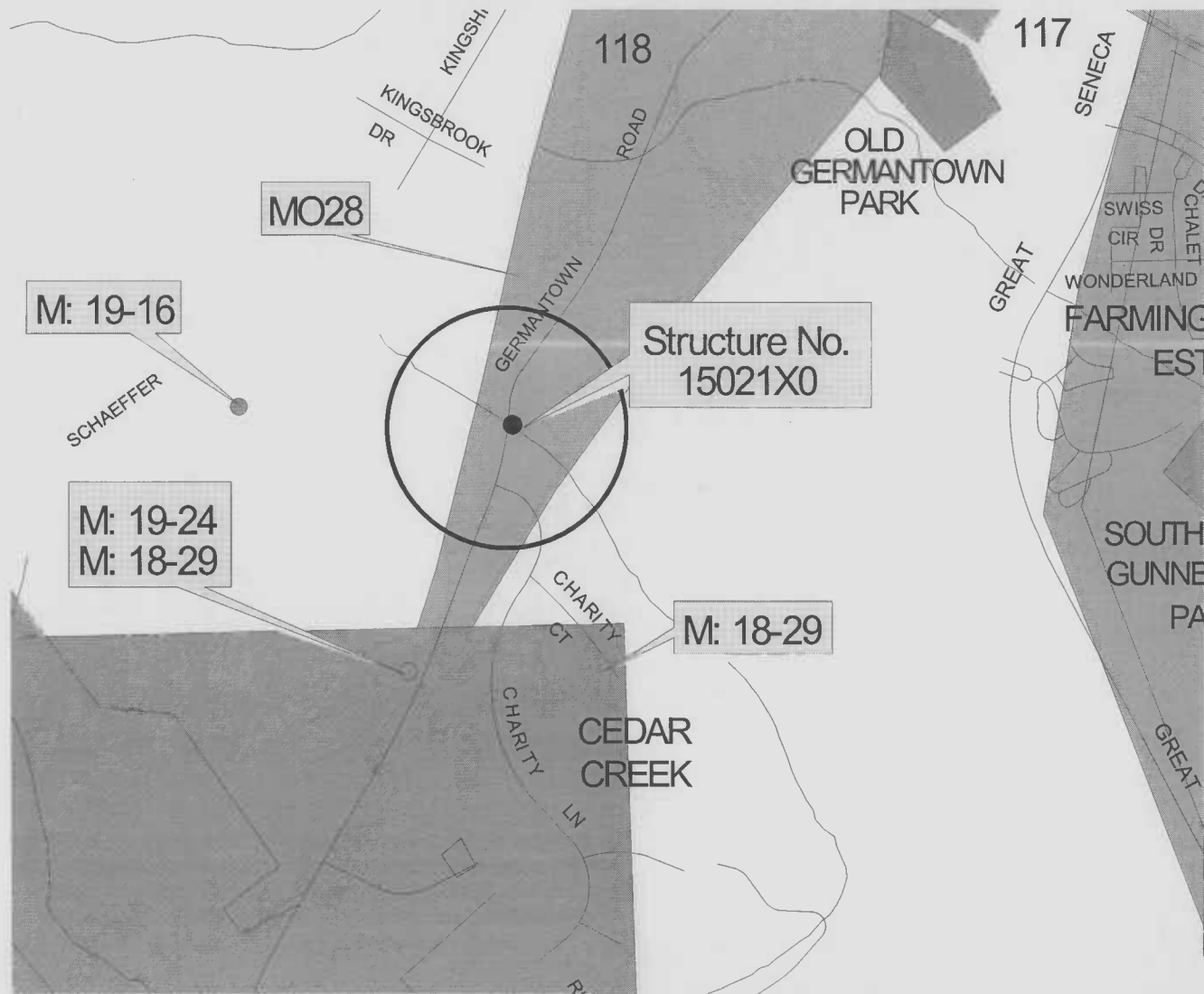
V. Resource Type:

Category: Structure
Historic environment: Rural
Historic Function(s) and Use(s): Transportation/road-related

Known Design Source: None

M:18-51

MD 118 over Great Seneca Creek Small Structure No. 15021X0

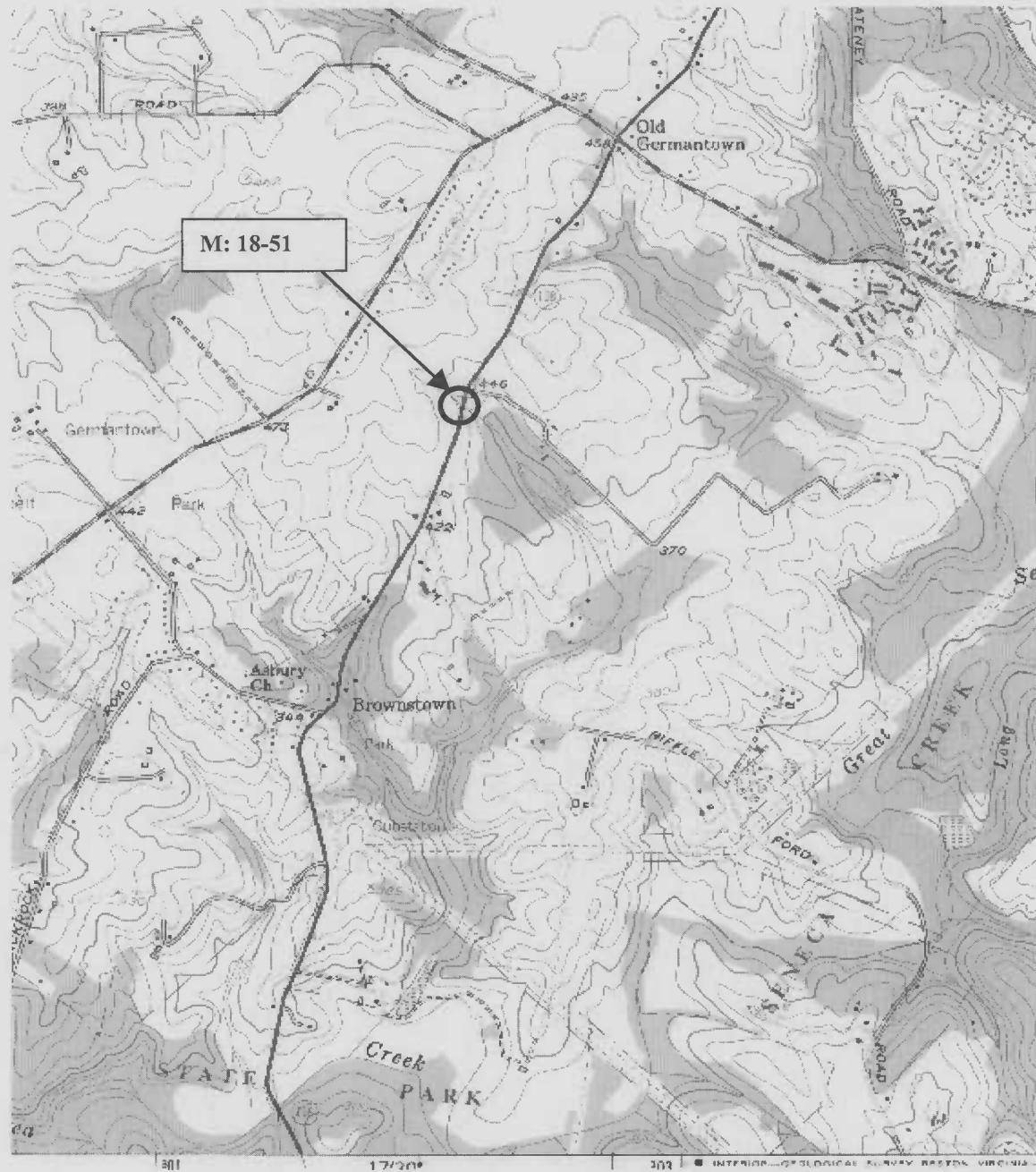


Germantown Quad
Montgomery County

- National Register of Historic Places
- Maryland Inventory of Historic Properties
- Maryland Historical Trust Easements
- Archaeological Surveys
- County

0.4 0 0.4 0.8 Miles

M: 18-51
Structure 15021X0
Germantown Road (MD 118) over tributary of Great Seneca Creek
Germantown Quadrangle



A black and white photograph of a two-lane road curving to the right. A speed limit sign is visible on the right side of the road. The sign is rectangular with a white background and a black border. It contains the text "SPEED LIMIT" in a sans-serif font, followed by the number "35" in a larger, bold sans-serif font. The road has a white line marking on the right edge. There are trees and utility poles in the background. The sky is overcast.

SPEED
LIMIT
35

42700

1. MP 18-51
2. Structure 130' x 40'
3. Montgomery County, MD
4. Kelly Steele
5. 4/27/00
6. mt SHPO
7. View of structure taken from mt NE facing
North
8. Loc 2



427403

1. M: 18-51
2. Structure 150270
3. Montgomery County, MD
4. Kelly Steele
5. 4/27/00
6. MD SHPO
7. View of East Side of structure
8. Zof Z

10/1/00